DEPUTY PRESIDENT: Please stand up, those who are for the resolution.

AYES—26.

1. Mr. K. P. Abraham
2. ,, S. Chattanatha Karayalar
3. ,, A. S. Damodaran Asan
4. ,, K. Gopalakrishna Pillai
5. ,, M. Govindan
6. ,, N. John Joseph
7. ,, Joseph Kunju
8. ,, K. I. Kocheeppan Mappillai
9. ,, K. P. Kochukora Tarakan
10. ,, K. Krishnan Nayar
11. ,, E. V. Krishna Pillai
12. ,, N. K. Krishna Pillai
13. ,, S. Krishna Pillai
14. ,, Tariatu Kunjitomman
15. Mr. K. Kunjukrishna Pillai
16. ,, K. Madhavan Pillai
17. ,, K. P. Madhavan Pillai (*Chirayinkil*)
18. ,, M. P. Madhavan Pillai
19. ,, M. Mahomed Mustapha
20. ,, P. S. Mahomed
21. ,, Rama Varma Raja
22. ,, R. S. Subrahmanya Pillai
23. ,, N. A. Sundaram Pillai
24. ,, A. Thanu Pillai
25. ,, O. M. Thomas
26. ,, C. N. Tuppan Namputiripad.

NOES—15.

1. Mr. L. A. Bishop
2. ,, I. C. Chacko
3. ,, R. Dhanukoti Pillai
4. ,, K. George
5. Rao Sahib Dr. N. Kunjan Pillai
6. Mr. E. G. McAlpine
7. ,, C. O. Madhavan
8. ,, T. K. Madhavan Nayar
9. Mr. R. Nilakanta Pillai
10. ,, Kayalam Paramesvaran Pillai
11. ,, T. V. Ramakrishna Aiyar
12. Dr. K. Raman Tampi
13. Mr. S. C. H. Robinson
14. ,, R. Vaidyalingom Pillai
15. ,, J. S. Westerdale

The resolution was declared carried, 26 voting *for* the resolution and 15 *against*.

ABOLITION OF THE NEDUVANGAD TOLL-GATE.

MR. S. CHATTANATHA KARAYALAR (*Pattanapuram* cum *Shencotta*): Sir, the resolution that stands against my name, is—

"This Council recommends to the Government that the toll-gate at Neduvangad be abolished from the 1st Chingam 1108."

Sir, there is a general desire on the part of the members on this side of the House that the resolution should be amended so as to embrace all the toll-gates in the State, so that, the resolution as amended, would read——

"This Council recommends to the Government that toll-gates in Travancore be abolished."

DEPUTY PRESIDENT: It is a large order.

MR. K. GEORGE (*Chief Secretary to Government*): We should have notice of such an alteration.

DEPUTY PRESIDENT: That is why I am telling him it is a large order.

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MR. KAYALAM PARAMESVARAN PILLAI (*Additional Head Sirkar Vakil*): That is going far beyond the scope of the resolution.

MR. S. CHATTANATHA KARAYALAR (*Pattanapuram* cum *Shencotta*): May I ask your permission, Sir?

DEPUTY PRESIDENT: I think, you know, it won't be fair for me to allow you.

MR. N. K. KRISHNA PILLAI (*Neyyattinkara*): It was allowed in the case of the previous resolution, Sir.

DEPUTY PRESIDENT: This is something fundamentally different. You see the point is on the question of the supply of drinking water there cannot be differences of opinion. On the desirability of abolishing toll-gates, there may be reason for abolishing a few and there may not be reason for abolishing all. The one is a question of principle and the other the details of a particular toll-gate. You cannot say that the amendment now proposed is identical with the amendment permitted in the case of the earlier resolution. There may be special circumstances why a particular toll-gate should be abolished. That is something fundamentally different from saying that, as a matter of principle, toll-gates must be abolished. There you are discussing the question of principle. In the resolution you wanted only to ask the details of the special circumstances of the toll-gate at Neduvangad though, on general principles, you are for the existence of the other toll-gates. I do not permit it.

MR. E. V. KRISHNA PILLAI (*Kottarakara* cum *Kunnattur*): May I know, Sir, whether in discussing the resolution, other members are allowed to refer to other toll-gates?

DEPUTY PRESIDENT: I won't insist that as a ruling. As you go on if it strikes me that you are not going far away from the track, I will allow it.

MR. S. CHATTANATHA KARAYALAR (*Pattanapuram* cum *Shencotta*): Sir, I move my original resolution that "this Council recommends to the Government that the toll-gate at Neduvangad be abolished from the first of Chingam 1108."

MR. S. C. H. ROBINSON (*Land Revenue and Income Tax Commissioner*): We can't hear, Sir.

DEPUTY PRESIDENT: Speak a little louder, please.

MR. E. V. KRISHNA PILLAI (*Kottarakara* cum *Kunnattur*): Will you please ask Mr. Robinson also to speak a little louder?

DEPUTY PRESIDENT: When he stands up, I will communicate your request to him.

MR. S. CHATTANATHA KARAYALAR (*Pattanapuram* cum *Shencotta*): Sir, there is a general feeling everywhere that the toll-gates involving, as they do, a collection of tax on the roads or on bridges constitute an

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obnoxious form of taxation and that they should all be abolished. In response to the public opinion in this matter almost all the civilized Governments have adopted legislation to abolish toll-gates. I will not labour this point any further, but I will proceed forthwith to the particular toll-gate.

My special grounds in favour of this resolution are these. Taking Trivandrum as the centre, there are several roads radiating from Trivandrum, *viz.*, the Trivandrum-Nagercoil road or the Main Southern road, the Main Central road, from Trivandrum to the north-western outlet, the Trivandrum-Quilon road and the Trivandrum-Shencotta road.

On the Main Southern road, there is a toll-gate near Kuzhittura, about 20 miles off from Trivandrum. Then there is a toll-gate on the Trivandrum-Quilon road. It is about 30 miles off.

MR. R. NILAKANTA PILLAI (*Financial Secretary to Government*): Is there not a toll-gate at Attingal?

MR. S. CHATTANATHA KARAYALAR (*Pattanapuram* cum *Shencotta*): It is a municipal toll-gate and it is not under consideration now.

Then there is a toll-gate on the Main Central road near Adur. It is about 50 or 60 miles off. There is another toll-gate on the Trivandrum-Shencotta road, at Neduvangad which is only 12 miles off. I do not see any special reason why there should be a toll-gate within 12 miles on this road whereas on the other roads the toll-gates are at least 20 miles off. This is my first ground in favour of the resolution.

My second ground is that Neduvangad being so close, and Neduvangad taluk being part of the Trivandrum Revenue Division and being situated so close to the capital of Travancore, people have to go very often—I mean every day to Trivandrum—either on court business or in connection with other avocations in Trivandrum. Necessarily then, it imposes a burden out of all proportion to their interests, upon the people of Neduvangad, every time they come to Trivandrum. This is an unfair burden.

Thirdly, people of Trivandrum, who have very often to go to Neduvangad, possessing as they do, estates and other properties in Neduvangad, are subject to a burden every time they go there.

MR. K. GEORGE (*Chief Secretary to Government*): Is it the member's proposition that it should be shifted from there?

MR. S. CHATTANATHA KARAYALAR (*Pattanapuram* cum *Shencotta*): The wording of the resolution gives the answer.

MR. K. GEORGE (*Chief Secretary to Government*): The argument is for shifting.

MR. S. CHATTANATHA KARAYALAR (*Pattanapuram* cum *Shencotta*): I have no objection to the toll-gate being shifted further off.

DEPUTY PRESIDENT: Further north?

MR. S. CHATTANATHA KARAYALAR (*Pattanapuram* cum *Shencotta*): Further east, on the road. Then, the condition of this particular road, when compared with the other roads radiating from Trivandrum, is very miserable.

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MR. N. K. KRISHNA PILLAI (*Neyyattinkara*): Is the member not for the abolition of the toll-gate altogether?

MR. S. CHATTANATHA KARAYALAR (*Pattanapuram* cum *Shencotta*): I am for the Abolition of the toll-gate at Neduvangad.

MR. A. THANU PILLAI (*Trivandrum*): Is the member anxious that the toll-gate should be shifted to some other place?

DEPUTY PRESIDENT: In answer to the question of the Chief Secretary, he says, he has no objection to shift it further off. The question of the Chief Secretary naturally arises from the position taken up by the member.

MR. S. CHATTANATHA KARAYALAR (*Pattanapuram* cum *Shencotta*): If Government choose, principally in view of the financial condition of the State, to shift it to some distance further off, I shall have no objection.

MR. R. NILAKANTA PILLAI (*Financial Secretary to Government*): Has the member any objection in having a toll gate at Venjaramoodu or Vamanapuram?

MR. S. CHATTANATHA KARAYALAR (*Pattanapuram* cum *Shencotta*) It must be at least 20 miles off from Trivandrum.

MR. R. NILAKANTA PILLAI (*Financial Secretary to Government*): Vamanapuram is 20 miles off.

MR. S. CHATTANATHA KARAYALAR (*Pattanapuram* cum *Shencotta*): I shall have no objection. On these three grounds I beg to move this resolution.

MR. E. V. KRISHNA PILLAI (*Kottarakara* cum *Kunnattur*): I second the resolution, Sir.

In speaking about the hardships that are being caused by toll-gates, I believe I am but the highest authority in that respect, because, I experince the severest difficulty. I come from a place which is subjected to the severest hardship by tyranical, persistent, anomalous and misplaced toll-gates. I interpellated the Government on this particular question, as if it were a question which is beyond the purview of this Council. It was disallowed. Sir, you will fully sympathise with me when I say about the condition of the Adur toll-gate.

DEPUTY PRESIDENT: I allow you to condemn toll-gates generally. If you go into details in regard to particular toll-gates other than that of the resolution, I do not allow you.

MR. E. V. KRISHNA PILLAI (*Kottarakara* cum *Kunnattur*): I am not going to refer to any other toll-gates. (*Laughter*).

DEPUTY PRESIDENT: That is unfair to him.

MR. E. V. KRISHNA PILLAI (*Kottarakara* cum *Kunnattur*): It has some relevancy in the consideration of the fact whether it is necessary that the Neduvangad toll-gate should be abolished or removed further off. I fail to see why Government should fight shy of this question. Whenever they are asked about this they fight shy. I think a resolution was passed in this Council to the effect that all toll-gates should be abolished. Not only that the Government do not pay any heed to the

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resolution, but they have added to the difficulties of the travellers by adding further complication to the question. As the discussion is ordered to be limited to a particular toll-gate, which is at Neduvangad and which, unfortunately, the mover himself wants only to be shifted further off, I am sorry I am not allowed to travel beyond my province. Anyway, Government should bear in mind that the most arbitrary and confidential way in which they are dealing with the question of the toll-gate at Adur is something which has already given room for much dissatisfaction for the people not only there, but for all those who have occasionally been put to the necessity of travelling by that road. With these words I support the resolution.

MR. K. KUNJUKRISHNA PILLAI (*Quilon*): I find it absolutely impossible for me to give my support to this resolution in view of the interpretation given to it by the mover.

MR. K. P. MADHAVAN PILLAI (*Chirayinkil*): Interpretation or amendment?

MR. K. KUNJUKRISHNA PILLAI (*Quilon*): Interpretation.

I think no purpose would be served by this resolution. After all the problem is that the toll-gate is to be shifted from within fourteen miles to about thirty miles from Trivandrum. By such shifting, if the people of Neduvangad would be satisfied, if the people of Trivandrum who own property at Neduvangad, would be satisfied, some other people would be affected. It is immaterial whether it affects the people who go to Neduvangad often or whether it affects other people. The question is mainly one of principle. From my friend's argument it would seem that there must be some sort of equidistance between toll-gates. That seems to be the only principle underlying my friend's resolution as it stands interpreted by him now. But, he premised his remarks by referring to the obnoxious nature of tolls. If he had persistently and logically pursued that line of thought, the whole House would have supported him. Now, the resolution has whittled down to nothing. I do not say there is nothing to support the resolution. I find it absolutely difficult to support it as it does not stand for any principle, except the principle of equidistance which I do not know how far is valuable in the interests of the public. How is public interest going to be served by this principle of equidistance?

I do not wish to say anything further on the resolution.

DEPUTY PRESIDENT: So, you oppose the resolution?

MR. K. KUNJUKRISHNA PILLAI (*Quilon*): Yes, Sir.

MR. TARIATU KUNJITOMMAN (*Commerce and Industry, North*): നെടുമങ്ങാട്ടുള്ള ടോൾഗേറ്റ് നിർത്തിക്കളയണമെന്നുള്ള പ്രമേയത്തെ ഞാൻ അനുകൂലിക്കുന്നു. എന്നാൽ ആ ടോളിനെ വേറൊരിടത്തു മാറിസ്ഥാപിച്ചാൽമതി എന്നുള്ള അഭിപ്രായത്തോട് ഞാൻ യോജിക്കുന്നില്ല.

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DEPUTY PRESIDENT: അതു പ്രമേയത്തിൽ ഇല്ലാത്തസംഗതി യാണ്.

MR. TARIATU KUNJITOMMAN (*Commerce and Industry, North*): എന്നാലും, പ്രമേയകർത്താവിന്റെ പ്രസംഗത്തിൽ വന്നു. ആ അഭിപ്രായത്തോടു എനിക്കു് അനുകൂലിക്കാൻ നിവർത്തിയില്ല. ഒരു വഴിയിൽ കിടക്കുന്ന മുള്ളിനെ മറെറാരുവഴിയിൽ മാററിയിടുന്ന വ്യത്യാസമേ ഇതിനൊള്ളൂ. ഈ രാജ്യത്തു ടോൾ ഒന്നംതന്നെ പാടില്ല എന്നു് ഒരു പ്രമേയം ഇവിടെ പാസ്സാക്കിയിട്ടുണ്ടു്. ആ തരത്തിലുള്ള ഒരുപ്രമേയം പാസ്സാക്കുന്നതിനു തക്ക സാഹചര്യം ഇപ്പോൾ ഇല്ലെങ്കിൽ അതു് ഒരുവഴിയിൽനിന്നും പോകട്ടെ. അതിനെ മറെറാരു സ്ഥലത്തു വച്ചുകൊള്ളാം എന്നുപറയുന്നതു് കഷ്ടമാണു്. ടോൾഗേററുകൾ എല്ലാംതന്നെ നിർത്തണമെന്നുള്ള ഒരുപ്രമേയം കൊണ്ടുവന്നു കാര്യകാരണസഹിതം ഇവിടെ പ്രതിവാദിച്ചു പാസ്സാക്കീട്ടുണ്ടു്. ഗവർമ്മെൻറു അതിനെ അവഗണിച്ചിരിക്കുന്നു. ഈരാജ്യത്തു് ഒരൊററടോളും പാടില്ല എന്നു് റസല്യൂഷൻ പാസ്സാക്കിയിരിക്കെ ഒരു ടോളിനെ മാററി സ്ഥാപിക്കണമെന്നു് ഈ സഭയിൽ പറയുന്നതു് ശരിയല്ല. ടോൾഎല്ലാം തന്നെ നിർത്തണ്ടതാണു്. അല്ലാതെ ഒരു ടോളിനെ അങ്ങോട്ടോ ഇങ്ങോട്ടോ മാററിയാൽമതി എന്നുള്ള ഒരു അഭിപ്രായം ഈ കൌൺസിലിനു് ഉണ്ടെന്നു വരുത്തുന്നതു് കഷ്ടമാണു്. അതുകൊണ്ടാണു് അതിനോടു് അനുകൂലിക്കാൻ നിവർത്തിയില്ല എന്നുപറയുന്നതു്. അങ്ങനെ ഒരഭിപ്രായം ജനങ്ങൾക്കില്ല. ജനാഭിപ്രായത്തെയാണു് ഞങ്ങൾ ഇവിടെ പ്രതിധ്വനിപ്പിക്കുന്നതു്. ഒരു ടോളിനെ മാററി സ്ഥാപിക്കണമെന്നുള്ളതു് ജനാഭിപ്രായത്തിനു വിരുദ്ധമാണു്. എന്നാൽ ഒന്നിനെ നിറുത്തണമെന്നു പറയുന്നതു എല്ലാം നിറുത്തണമെന്നു പറഞ്ഞിട്ടുള്ളതിനു വിരുദ്ധമല്ല. അതിനാൽ ഈ രൂപത്തിൽ ഈ പ്രമേയത്തെ അനുകൂലിക്കാൻ നിവർത്തിയില്ല.

MR. E. V. KRISHNA PILLAI (*Kottarakara cum Kunnattur*): I wish to know whether the alternative proposal of shifting the toll gate.....

DEPUTY PRESIDENT: That does not form part of the resolution nor has it been placed before the House. The House is concerned with the words contained within the four corners of the resolution that has been formally moved by Mr. Karayalar. Any observations placed before the House by way of discussion should not, in the matter of voting, be considered as part of the resolution.

MR. A. THANU PILLAI (*Trivandrum*): I support the resolution. I also understood the observations on the resolution as the learned Deputy President has been kind enough to explain. The resolution merely says

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that the Neduvangad toll-gate must be abolished. In moving the resolution, the mover advanced certain arguments which, probably, go very strongly in favour of the gate being transferred to some other place; and, from the Government Benches a question was put to the mover whether he would be satisfied if the gate was shifted to some other place further off from Trivandrum. The vigilant Government members are always watchful, and opportunity has been taken to make the best use of the argument advanced by the mover. That does not mean that the resolution before the House means anything other than the *abolition* of the Neduvangad toll-gate which alone it recommends.

Sir, in regard to the *abolition* of the Neduvangad toll-gate, Neduvangad is even now one of the backward parts of the State in many respects.

MR. R. S. SUBRAHMANYA PILLAI (*Kalkulam* cum *Vilavankod*) : തിരുവിതാംകൂറിലുള്ള മറ്റുതാലൂക്കുകാരെപ്പോലെ ബാക്കുവേർഡ് അല്ലേ?

MR. A. THANU PILLAI (*Trivandrum*) : എന്നല്ല പറയുന്നതു ; മറ്റു സ്ഥലങ്ങളെക്കാൾ കൂടുതൽ എന്നേ പറയുന്നുള്ളൂ.

The country is now being opened up, and many people from the town of Trivandrum and the neighbouring places have to go to Neduvangad very often, as has been stated by Mr. Karayalar. Now, for travelling a distance of 10 or 12 miles, that a person should be asked to pay a toll is really very objectionable. From that it does not mean that the gate should be shifted to some other place. That does not follow at all. The resolution, as I have already pointed out, is concerned only with the abolition of the toll-gate at Neduvangad. We will deal with the toll-gate at Vidurai, or some other place further off on the road, when one is established there. My point is that the Chief Secretary was not right in putting that question to Mr. Karayalar. Why should we bring in irrelevant matter now ?

MR. E. V. KRISHNA PILLAI (*Kottarakara* cum *Kunnattur*) : Was not the question justifiable considering the fact that the mover was speaking of the distance of the toll-gate, from Trivandrum, as one of the chief reasons why the gate should be abolished ?

MR. A. THANU PILLAI (*Trivandrum*) : He began by referring to the nearness of the toll-gate to Trivandrum. Subsequently, he dealt with other grounds also.

DEPUTY PRESIDENT : It is too late now for you to raise the relevancy of the question, Mr. Thanu Pillai.

MR. A. THANU PILLAI (*Trivandrum*) : Suppose, I have to go to Vattiyoorkavu every day. Why should I be asked to pay toll ? That is an argument which I can certainly raise in support of the abolition of a toll-gate, if one is established within a mile or two from Trivandrum. When I say, " I have to pass it every day ; it is very near Trivandrum ; it is hard that I should be asked to pay toll every day ; the gate must therefore be removed", it is irrelevant to ask me " Suppose the gate is shifted from that place and located in a place three miles away from here ; have you any objection ?"

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[Mr. A. Thanu Pillai.]

Further, in the case of Neduvangad, it appears there are toll-gates on either side of the place, so that people going to Neduvangad from this side or from the other have to pay toll. As was pointed out by my friend, Mr. Kunjitomman, the bigger question, of the abolition of tolls altogether, has been discussed here and a resolution to that effect has been carried. That being the case, now, to come and say 'Abolish the toll gate at Neduvangad.' is not quite consistent with the position the House has once accepted on the matter.

DEPUTY PRESIDENT: You may take it that Mr. Karayalar is satisfied with one anna in the rupee.

MR. A. THANU PILLAI (*Trivandrum*): That is an unfortunate circumstance. Anyhow, that is where we are. But, my position is this. We want all the toll-gates in the State to be abolished. Fortunately or unfortunately, rightly or wrongly, the Government have got the power to give effect to our recommendation or not. Somehow, Government seem to think that they do not wish to accept our recommendation. In that circumstance, we now come forward and make the request 'At least abolish the Neduvangad toll Gate'. That does not at all mean that we go back upon our original proposition in support of the abolition of all the toll-gates in the State. Anyhow, in regard to our original proposition, Government seem to take time. If I ask them what they have done with our resolution for the abolition of tolls, they may say 'We are *considering* the question'. So far as I know, they have not told us that they have definitely decided not to accept our former resolution for the abolition of tolls. Now, what Mr. Karayalar says is that the Neduvangad toll gate must be abolished. Seeing that the contract for the year has been entered into, and realising that it would not therefore be right to ask the Government to abolish the gate immediately, Mr. Karayalar has very reasonably worded his proposition and has recommended to Government the abolition of the gate only from the beginning of 1108. That is one of the reasons why the Government must readily accept the proposition; because, the non-official members have appreciated the difficulties of the Government in the matter. Mr. Karayalar is so reasonable—I must say 'unreasonably reasonable'. He wants the Neduvangad toll gate to be abolished only from the 1st of Chingam, 1108. My point, therefore, is, at least let one of the several sources of evil be over. On that solitary ground, I support the resolution. I hope the Government will find their way to accept the resolution.

MR. J. S. WESTERDALE (*Chief Engineer*): Sir, I oppose the motion. I must first say a few words on the general question, as it seems impossible to separate it from the specific question that has now been raised.

Sir, on the general question, it is mainly a question of revenue. Other places have abolished tolls. But they have not done so without substituting some other form of revenue. This Government have been carefully watching what has been happening in the neighbouring

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Presidency of Madras ; and the Government have asked me definitely to enquire into the possibility of introducing here an Act similar to the Madras Act.

DEPUTY PRESIDENT: The Madras Act has given rise to more serious complaints than those against the tolls.

MR. J. S. WESTERDALE (*Chief Engineer*): Exactly. So far as we can judge, that Act in Madras has been a dismal failure, and the Government of Madras have recently appointed a committee to enquire into the question for the purpose of amending it. And, some people even think of abolishing it altogether. Anyway, whatever may be the result of that enquiry in Madras, it is a dangerous policy to abolish one means of taxation before you have decided upon another means of bringing in the necessary revenue.

MR. E. V. KRISHNA PILLAI (*Kottarakara* cum *Kunnattur*): Regarding the peculiar feature of the Adur toll-gate.....

DEPUTY PRESIDENT: Please wait, Mr. Krishna Pillai, do not disturb the current of his thought. I shall allow you to ask the question later.

MR. J. S. WESTERDALE (*Chief Engineer*): There might possibly be a reply to that. I do not think, it can possibly be suggested that the toll-gates could be abolished without regard to the loss of revenue. Our income from toll-gates in the year 1106 was a little over five lakhs of rupees; and our expenditure on maintenance of roads—not new roads—was Rs. 10,35,000. It would be a very difficult matter for the Government to find out money for the maintenance of roads if some other source of revenue is not introduced before the tolls are abolished.

MR. A. S. DAMODARAN ASAN (*Mavelikara* cum *Kartikapalli*): Are the Government getting any contribution from the British Government on account of the enhancement of the duty on petrol?

MR. J. S. WESTERDALE (*Chief Engineer*): The Government are entitled to a contribution; and they definitely expect to get it.

MR. A. S. DAMODARAN ASAN (*Mavelikara* cum *Kartikapalli*): Have they not received anything so far?

MR. J. S. WESTERDALE (*Chief Engineer*): As far as I know, they have not yet received anything. We have been told that our share would amount to about Rs. 2,72,000 for the last two years or three years; I am not quite sure on that. There is a little vagueness about it. The year 1928 is referred to in the correspondence. The Government of India are in arrears in the payment of this dues to us; because, they have not yet decided upon the exact method of apportionment.

So, assuming that it is for two years that we are going to get about Rs. 2,72,000 the annual income that we can expect from that source is only about Rs. 1,36,000. It is doubtful whether this grant will go towards our expenditure on the existing roads or whether it would have to be spent on additional works. That remains to be seen.

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[Mr. J. S. Westerdale.]

No doubt, the Government of Travancore takes the view that it should go into our general revenue for the purpose of making roads. But, in any case, it is a small amount compared with our expenditure on road maintenance. Sir, when I stated that our expediture on road maintenance was Rs. 10 lakhs and odd, I do not take into account our expenditure on new roads and new bridges to which the Government of India grant would be the legitimate source. As we may have to spend that money on new works, I think, we cannot regard it as a new source of revenue at all. It must be spent on new works. Considering that, I think the House must admit that we cannot abolish tolls without introducing some other form of revenue. I may say that the Government really share the view of the House that the tolls should be abolished if it can possibly be done. That is their declared policy.

Now, coming to the specific question, let me first finish the question with regard to the Adur Toll-gate which was incidently raised by one of the members. Personally, I cannot see what greater hardship there is at Adur alone than there is in any municipal area surrounded by toll-gates. Adur is practically a municipal area though it has not been actually declared as such. And, the people living in Adur can compound the tolls levied there in the same way as the people living in municipalities.

MR. E. V. KRISHNA PILLAI (*Kottarakara* cum *Kunnattur*): Is the Chief Engineer aware that the lessee of the Adur Toll-gate keeps about four branches of his toll-gate in four different places, three or four miles form the central toll-gate?

MR. J. S. WESTERDALE (*Chief Engineer*): I am aware of that fact. All those gates have been established with the approval of the Government.

MR E. V. KRISHNA PILLAI (*Kottarakara* cum *Kunnattur*): May I know the reason for that peculiar state of affairs with reference to Adur alone? Is there any other similar instance of a place being surrounded by four toll-gates, except the municipal toll-gates with which the Government have no concern?

MR. J. S. WESTERDALE (*Chief Engineer*): There are several by-roads around Adur by which the toll could be evaded. That is why the lessee has been allowed to have his branches at all road junctions around Adur.

MR. E. V. KRISHNA PILLAI (*Kottarakara* cum *Kunnattur*): Is not the toll-gate there intended for the main road?

MR. J. S. WESTERDALE (*Chief Engineer*): I do not think so.

MR. E. V. KRISHNA PILLAI (*Kottarakara* cum *Kunnattur*): I am sorry the member has not understood my question. Is it not the Adur toll-gate intended for the Main Central road?

MR. J. S. WESTERDALE (*Chief Engineer*): It is a source of Government revenue; and the Government have done their best to realise as much as possible.

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MR. E. V. KRISHNA PILLAI (*Kottarakara* cum *Kunnattur*): May I know the names of the roads for which the toll-gate at Adur is intended?

MR. J. S. WESTERDALE (*Chief Engineer*): Kayankulam-Pantalam road and the Main Central road.

MR. E. V. KRISHNA PILLAI (*Kottarakara* cum *Kunnattur*): May I take it that the member is concluded from further adding on to the list of roads?

MR. J. S. WESTERDALE (*Chief Engineer*): Not at all.

MR. E. V. KRISHNA PILLAI (*Kottarakara* cum *Kunnattur*): What has he to say about the Ezhankulam-Kaippattur road, the Parakod-Vadakedattukavu road and the Velarankuni foot-path which is a cart road?

MR. J. S. WESTERDALE (*Chief Engineer*): These are all feeder roads for the other two main roads I have mentioned. I have already stated, Sir, that the Adur Toll-gate is also a source of Government revenue, and that therefore it has been placed in the most convenient position to get as much as possible.

MR. E. V. KRISHNA PILLAI ((*Kottarakara* cum *Kunnattur*): I submit, by referring me to his answer to the general question of the abolition of tolls, the member is dragging me off the track.

Are there not other places, in Travancore, with so many road junctions all round?

DEPUTY PRESIDENT: You raised a certain question and the Chief Engineer has answered it. The question of the abolition of the Adur Toll-gate is not now before the House. You wanted permission to ask the Chief Engineer, in a general way, about the difficulties experienced by the people of Adur on account of the toll-gate there. You think it is intended for the Main Central road. He says it is not so and that it is a source of Government revenue. I do not think you can pursue the question further.

MR. E. V. KRISHNA PILLAI (*Kottarakara* cum *Kunnattur*): With your permission, Sir, if the Chief Engineer, in answer to my question, gives me a most untenable reason, am I not entitled to pursue my question further?

DEPUTY PRESIDENT: Not in the course of *this* discussion.

MR. E. V. KRISHNA PILLAI (*Kottarakara* cum *Kunnattur*): So, he can escape even if he says that the Adur Toll-gate is situated in the middle of the Bay of Bengal?

DEPUTY PRESIDENT: But the question now before the House is the abolition of the Neduvangad Toll-gate and not the abolition of the Adur Toll-gate.

MR. J. S. WESTERDALE (*Chief Engineer*): Sir, with regard to the abolition of the Neduvangad Toll-gate, the general principle applies here also. It is a very bad policy to abolish a source of revenue without introducing a new source of revenue instead. The Neduvangad Toll-gate brought about Rs. 21,000 last year. This year it brings only Rs. 14,000 and odd. The revenue from toll-gates is going down from yea

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[Mr. J. S. Westerdale.]

to year. The total revenue from tolls has dropped from Rs. 5,14,000 last year to Rs. 3,87,000 this year, while the length of roads remains the same and therefore the cost of maintenance also remains the same. There is a fall in one source of our revenue; and the cost of maintenance of roads is steadily increasing on account of the increase in the number and length of our roads. I must appeal to the reasonableness of the House and request them not to recommend the abolition of a source of revenue until we can think of some other source of revenue as a substitute.

One specific point was raised by Mr. Kunjukrishna Pillai about the futility of the argument against the distance of the Neduvangad Toll-gate from the Trivandrum town. I may say that it has been recognised as a principle in Madras—I may apologise to the House for having referred to Madras so often; I do it because I have had my experience there, and, I think, in some respects what they do there *is* of real value—that toll-gates on main roads must not be nearer than twenty miles and that the District Board toll-gates must not be nearer than ten miles to the municipal toll-gates. So, the question of distances in regard to toll-gates is really a question of principle. I oppose the resolution only on the general ground that this House should not attempt to destroy any source of Government revenue particularly at this time of deficit.

Mr. S. CHATTANATHA KARAYALAR (*Pattanapuram* cum *Shencotta*): Sir, the main objection, as I understand, raised by the Chief Engineer, was that the abolition of this particular toll-gate would involve loss of revenue to the extent of about Rs. 14,000 out of a total of Rs. 3,87,000 from tolls. Rs. 14,000 is a very insignificant sum compared to the total income from tolls. The loss therefore cannot form a big problem so far as the Government are concerned. The sacrifice that the Government would have to make is very small compared with the convenience that would be afforded to the people by the abolition of the toll-gate.

Coming to the objection which was raised by my friend, Mr. Kunjukrishna Pillai, his objection was not against the wording of the *resolution*, which alone the House has to consider and vote upon, but against one of the many *arguments* which I raised in support of the resolution. This House has to go by the resolution that has been placed before it and not by any suggestion or statement made in the course of the discussion by any member on this side of the House or on the other side. The House should not be guided by any argument advanced or any interpretation made by any member. As a matter of fact, there was no interpretation by me. It was only by way of an answer to a question put to me by the Chief Secretary that I stated that I had personally no objection to the gate being shifted to some place farther off from Trivandrum. When a gate is established somewhere else, then it would be time enough for us to oppose it.

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MR. S. KRISHNA PILLAI (*Karunagapalli*) : At that time, I suppose the member would vote with us.

DEPUTY PRESIDENT : Yes.

MR. S. KRISHNA PILLAI (*Karunagapalli*) : So, he would not be consistent with his present position.

MR. S. CHATTANATHA KARAYALAR (*Pattanapuram* cum *Shencotta*) : I simply said that, as things stand at present, I would rather have the toll-gate in some other place farther off from Trivandrum than at Neduvangad and that the gate must somehow disappear from Neduvangad. That was my main point. It does not mean that I must be committed to that opinion for all time to come. We need oppose it only when a toll-gate comes to be established at some other place on the road.

So far as I am able to see, these are all the objections raised against the resolution. In view of the explanation I have now offered, I hope Mr. Kunjukrishna Pillai also would join with me and support the resolution.

MR. K. KUNJUKRISHNA PILLAI (*Quilon*) : A word of personal explanation, Sir. While dissociating myself from the view expressed by Mr. Karayalar with regard to his acceptance of the suggestion of the toll-gate being shifted to some place farther off from Trivandrum, I now find that there is no need to oppose the *resolution* as it is worded. I therefore withdraw my opposition and lend my support to the resolution as it is worded.

DEPUTY PRESIDENT : It is not a question of personal explanation. You are making your position clear.

MR. J. S. WESTERDALE (*Chief Engineer*) : I may say a word about the comparison between the income from the Neduvangad Toll-gate and the total income from tolls, and the statement by the mover that the former is comparatively insignificant. If this toll-gate is abolished because the revenue from it is only Rs. 14,000, other representations would be coming forward from other localities where the income from tolls is equally small. There are gates which fetch 20,000, 27,000 and even 6,000.

DEPUTY PRESIDENT: But Mr. Karayalar did not rest his case on this point alone. His case was rested on the question of distance also, among other points.

So, you do not accept the resolution, Mr. Westerdale ?

MR. J. S. WESTERDALE (*Chief Engineer*) ; No, Sir.

MR. S. CHATTANATHA KARAYALAR (*Pattanapuram* cum *Shencotta*): I press the resolution.

The resolution was put to vote and carried.

REMISSION OF LAND REVENUE.

MR. A. S. DAMODARAN ASAN (*Mavelikara* cum *Kartikapalli*) : I beg to move the following resolution :—

"This Council recommends to the Government that, in view of the present economic depression, 50 per cent. of the land revenue for 1107 be remitted."

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